


SECRET

SAPC - 13831
Copy / of 4



11 March 1957

25X1A

MEMORANDUM FOR: Mr. Bissell and 

SUBJECT : Face Plate Heat

25X1A
25X1A

1. In reference to the memorandum  submitted and following my recent visit to  I believe we have arrived at a reasonable settlement of the argument concerning switches and snaps.

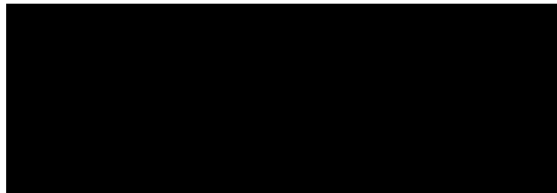
2. The new emergency system with the heavy snaps and "Y" hose which we recently sent out to them for testing has met with enthusiastic support from both engineering personnel and the pilots. It has not caused them any delay in snapping it on and has demonstrated that it will completely clear a fogged face plate in about one minute. The switch modification requires several minutes and has on some occasions failed to completely clear the face plate.

3. The main argument for switches appears to have been presented to the effect that in case of a flameout the pilot is supposedly so busy that he hasn't time to make the one hand motion to snap the wire on. The pilots all agree now that this is not the case and in any event they would have to make the same hand motion to press the switch.

4. It appears that the major concern on the part of a number of people has been to make everything automatic so that the pilot doesn't have to remember too many emergency procedures. This is an excellent precept but we do not have an automatic system for face heat. It also has become obvious to the engineers as well as personal equipment personnel that the switch arrangement has less reliability than the snap type. The personnel who remain firm on the switch have little or no understanding of the actual problem but remain most verbal.

5. In my opinion, since the newest design has met with approval of engineers and pilots who are most concerned, we should now proceed to use it and discard the switch.

25X1A



SECRET